

**Aimwell Co.**

955-957 MAIN ST.

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**Aimwell Co.**

*Specialists in Feminine Apparel*

**Announcing Their First and Most Stupendous Blouse Event**

**A Sale of**

**Thousands and Thousands of the Most Fashionable and Newest**

**Silk and Lace Blouses**

All the newest silk fabrics represented

All the newest combinations included

**\$1.50 \$2.00 \$2.50 \$3.00 \$3.85 \$5.00 \$6.85 \$7.50 \$8.50 \$10.00 up to \$15.00**

**An Absolute Saving of 25% to 35% Guaranteed**

**THE ILLUSTRATED MODELS**

Model 1	at	\$5.00
Model 2	at	2.50
Model 3	at	3.85
Model 4	at	3.85

**THE \$1.50 BLOUSES**

Crepe de Chine.  
Chiffon and Messaline.  
Plain or Striped Tulle Silk.  
Embroidered Crepe de Chine.  
Embroidered Crepe.  
Plain Taffeta.

**THE \$2.00 BLOUSES**

Plain Crepe de Chine.  
Embroidered Crepe de Chine.  
Plaid Messaline.

**THE \$3.85 BLOUSES**

Lace and Georgette Combination.  
Crepe de Chine.  
Taffeta and Striped Satin Combination.  
Pussy Willow.  
Georgette Crepe and Taffeta Combination.  
Lace and Georgette Combination.  
Plaid Crepe de Chine.  
Fur trimmed Lace.  
Striped Georgette Crepe.  
Satin and Lace Combination.  
Striped Messaline and Plaid.

This wonderful collection of Blouses embracing this season's newest and most desirable styles and materials in an extensive variety of exquisite designs and shades.

**INTERESTING FACTS ABOUT THIS EVENT**

That the prices are very low and they warrant at least a saving from 25% to 35% on every blouse offered during this sale.

That a great number of beautiful blouses taken from our regular stock and sharply reduced to be in conformity with the price range of the new blouses.

That the copies and creations of the Parisienne as well as adaptation of the foremost American designers are represented.

That every blouse is new and especially made up for AIMWELL COY by several of New York's foremost makers.

That every blouse in this collection is made of dependable, good quality material and workmanship as well as fashion is up to the AIMWELL Standard.

That every blouse is fresh and absolutely clean, as they come wrapped separately in AIMWELL'S individual blouse boxes.

**THE \$6.85 BLOUSES**

Satin and Georgette Combination.  
Lace and Taffeta Combination.  
Georgette.  
Taffeta and Georgette Combination.

In the most exquisite colorings.

**THE \$7.50 BLOUSES**

Georgette, Lace and Velvet Combination.  
Lace over Georgette.  
White Georgette Beaded.

**THE \$8.50 BLOUSES**

Embroidered Georgette.  
Chiffon with Lace and Fur Combination.  
Taffeta and Lace Combination.  
Georgette and Messaline Striped Combination.

**THE \$10.00 BLOUSES**

Velvet, Chiffon and Silver Embroidered Combination.  
Messaline and Georgette with Lace Combination.  
Georgette Crepe and Lace Combination.  
Georgette With Chiffon and Lace Combination.

**THE ILLUSTRATED MODELS**

Model 5	at	\$3.85
Model 6	at	3.85
Model 7	at	2.50
Model 8	at	2.50

**THE \$2.50 BLOUSES**

Striped Crepe de Chine.  
Striped Taffeta.  
Striped Tulle Silk.  
Plaid Crepe de Chine.  
Georgette and Lace Combination.  
Embroidered Crepe.

**THE \$3.00 BLOUSES**

Embroidered Pussy Willow in various shades.  
Taffeta.  
Striped Messaline.  
Plaid Messaline.

**THE \$5.00 BLOUSES**

Lace and Gold Combination.  
Georgette and Striped Messaline Combination.  
Fur Trimmed Lace and Satin Combination.  
Lace and Messaline Combination.  
Georgette Crepe.  
Satin Striped Georgette.  
Lace and Crepe Georgette Combination.  
Lace and Crepe Combination.  
Lace and Crepe de Chine Combination.  
Taffeta and Georgette Combination.

**Our Entire Main Floor**

Turned into a Blouse Shop. An increased number of salespeople will be at your service.

**Aimwell Co.**

*Specialists in Feminine Apparel.*

955-957 Main Street

**During This Sale**

None sent on approval  
No phone orders filled.  
None sent C. O. D.

**U.S. SQUADRON OF AEROPLANES WILL FLY LONG DISTANCE**

**Commanding Officer Is Confident Man—Flight Under War Conditions.**

Fort Sill, Okla., Nov. 17.—Fort Sill bustling with activity today in preparation for the departure of the first aeroplane squadron of the United States army, which tomorrow will fly from its temporary home here to its new station in San Antonio, Tex.

The flight originally was to start on Nov. 20, but fine weather and the fact that everything was in readiness in San Antonio caused a change in plans. Six aeroplanes will make the journey.

The squadron is commanded by Captain B. D. Foulois, a Washington, Conn., man. The aerial journey will be made under conditions as nearly like those encountered in actual wartime as possible. The start is expected to be made on November 20. Bad weather or delay in completion of hangars, barracks and quarters at San Antonio, however, may delay the trip. The distance to be covered is 450 miles. Stops will be made at these points in Texas: Wichita Falls, Bowie, Decatur, Fort Worth, Cleburne, Hillsboro, Waco, Georgetown, Austin and possibly at Granger and Temple.

The flight is intended to give a line on just how army aviators may be ex-

pected to work during a war. It is desired to test to the utmost the ability of the fliers to follow a previously designated route over unknown country; it will give an opportunity to try the army transport system under stipulated war conditions. Since trucks following the aeroplanes will be forced to make an average of 80 miles a day on land; it will test the power of the motors to stand up under service conditions and the resourcefulness and adaptability of the army flying organization, particularly its supply department.

To each aeroplane will be assigned one truck as tender, carrying the crew, tools, spare parts and other supplies. A newly developed machine shop truck, carrying a lathe and forge, will be along to maintain the squadron on the way. For minor repairs to aeroplanes forced to land through motor trouble, a corps of six motorcycles carrying emergency repair kits, and all capable of great speed, will be depended upon.

The First Aero Squadron, Signal Corps, U. S. A., is the official designation of the flying unit. The squadron is divided into six flying sections, a transport section, a supply section, an engineer section, charged with motor repairs, and a headquarters section. The officers are Captain Foulois, commanding, and Lieutenants T. D. Milling, C. G. Chapman, J. E. Carberry, T. S. Bowen and L. A. Reader. Captain Foulois is the oldest military flyer in the United States in point of service. With Orville Wright he completed the first cross-country flight made by a military aeroplane. This was made at Fort Myer, Va., in 1908.

As the First Army Squadron is for service with field troops, it must be separated from the Army Aviation

School at San Diego, Cal., where opportunities for the preliminary training of aviators are excellent, but where no large bodies of troops are available for reconnaissance work, observation of artillery fire, and many other important duties demanded of the military flyer today.

Fort Sill was chosen as a temporary station for the squadron because of the opportunity for work in co-operation with the artillery arm, the School of Fire, for training artillery officers in the conduct of fire and in the difficult art of supervising a battery under war conditions, is held every fall at Fort Sill, because its terrain and great extent of reservation afford the best opportunities for operations. Conditions on the Texas border which took many troops from Fort Sill made it impossible to hold the School of Fire this year. However, the aviators of the squadron have taken advantage of many opportunities to observe the batteries remaining at the Oklahoma reservation. Much experience also has been gained in aerial map reading, in locating targets, watching the fall of shots fired by the batteries, and spotting the hits on the maps and picking up the batteries themselves on the march and in position.

The invention of an automatic survey camera has occupied much of the time of the aviators. This apparatus when set in operation by the pilot of the aeroplane in which it is installed, takes a continuous series of photographs of the ground underneath the line of flight. The photograph can be made ready instantly on landing and gives a connected group of overlapping pictures to which a scale can be applied and from which the range to any point shown on them can be at

once obtained. In addition to this survey camera a telephoto lens can be put in operation which will search out with precision impossible to the fast traveling aviator, the ground below for evidences of concealed troops, batteries and convoys. Similar experiments will be continued at San Antonio.

**Child Steals Money; Then He and Friend Run Away From Home**

Edward Warko, aged nine years, of a Walter court, this city, is held by the New Haven police to await the arrival of his parents. A boy friend of Eddie, aged 10, visited the Warko home in this city a few days ago. He had with him \$10, which he stole from his mother's pocketbook and with this paid the fare of himself and Eddie to New Haven.

The two youngsters became separated in the streets of the Elm City and the local youngster was found wandering about the streets of New Haven last night. The New Haven police authorities communicated the fact to the local police and Mrs. Warko was notified. She will bring Eddie home today and the woodshed will tell the rest of the tale.

**Thieves Break In As Fireman Moves**

Fireman Euclid Forest of Engine No. 3 reported to the police today that while he was moving to a new residence at 80 North street yesterday some unknown person pried open one of the bureau drawers and appropriated \$18.50 in cash.

**Fire Risks Day To Be Observed Here**

A movement that is believed to be destined for a successful and beneficial future has been launched in the fire department for the purpose of minimizing the fire risks in Bridgeport.

Chief Daniel E. Johnson and Capt. Thomas E. Broderick, inspector of fire risks, have assigned Saturday, Nov. 20, 1915, as Fire Risks Day. The fire department officials are asking merchants, property holders, tenants, owners of garages, etc., to co-operate with the firemen in cleaning out cellars, chimneys, furnaces and yards, in order to lessen the fire risks.

**ENLISTMENT OF YALE STUDENTS AUTHORIZED**

New Haven, Conn., Nov. 17.—Enlistment of Yale undergraduates for the light batteries recently authorized as a part of the volunteer military force of the state, having been completed, the adjutant general's office has designated Captain C. D. Cowles, U. S. A. (retired) and Captain Carl F. Bolman, and Second Lieut. H. H. Townshend, of this city, to examine applicants for an eligible list from which officers may be selected. The first part of the examination will be infantry tactics.

**RAILWAY CLERKS TO HOLD DANCE TONIGHT**

The Brotherhood of Railway Clerks will hold its seventh annual dance this evening in Colonial hall. The entertainment will begin at 8 o'clock. The committee in charge is James Scott, J. J. O'Brien and Harry Bundoek.

**CAPT. GOODALL TESTIFIES AT N. H. HEARING**

**President of Pacific Coast Co. Tells of Taking of the Yale and Harvard.**

New York, Nov. 17.—Capt. H. W. Goodall of San Francisco, president of the Pacific Navigation Co., which took the steamships Harvard and Yale, of the Metropolitan Steamship Co., of New Jersey, to the Pacific coast, was a witness today at the 11 former directors of the New York, New Haven & Hartford R. R. He was called in connection with the government's efforts to prove that the boats were transferred out of competition with the New Haven's steamship lines through negotiations fostered by that road.

Captain Goodall said that the boats were removed to the coast in 1910 under a five-year contract for their operation between San Pedro and San Francisco under which the Pacific Navigation Co. guaranteed the Metropolitan Steamship Co. net earnings of \$25,000 a month, the navigation company to get the balance.

The witness said that he went to see Charles S. Mellen in 1907 and asked him if he was interested in getting the Yale and Harvard to the Pacific coast.

"He told me he was not interested in the Harvard and Yale," said Goodall. Two years later, however, Goodall said that he succeeded in interesting Mellen in a proposition to sell the Metropolitan Steamship freight boats to the New Haven, leaving out the two passenger boats. Negotiations were begun but they "blew up," Goodall said. He explained that he had an option on the stock of the company, then in receivers' hands, but that some of the mortgage bondholders made trouble.

The witness said that he talked about the matter with Edward D. Robbins, general counsel for the New Haven, and one of the defendants.

A year later, Goodall said, he was again in negotiation with Robbins, but meantime the freight boats had been transferred to a newly organized Metropolitan Steamship Co.

Winston Churchill will leave London for the British front today.

**YOU CAN EARN MORE**

in the Course in Salesmanship and Business Efficiency which opens tonight at the Y. M. C. A.

**THIRD ANNUAL SOCIAL AND DANCE**

Given By MOVING PICTURE OPERATORS UNION, LOCAL 277 AT EAGLES' HALL FRIDAY EVENING, NOV. 19, 1915 Music By Eccles' Orchestra. H 17 & Tickets 25 Cents.